JOURNAL ADVERTISING STATIONS. BRANCH OFFICES-

THE JOURNAL

Have been conveniently located at the following stores in the various sections of the city, from which ADVERTISEMENTS WILL BE TELEPHONED Direct to this office at regular rates.

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Alabama and 7th Sts.—S. Muhl.
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College Ave. and 7th St.—Geo. C. Fisher.
Columbia Ave. and 1th St.—Geo. C. Ruch. olumbia and Hill Aves .- R. C. Hampton, elaware and McCarty-H. A. Pfaillin Oillon and Fletcher Ave.-Hugo H. Lehrritter, East and McCarty Sts.-E. C. Reick. Ft. Wayne Ave., No. 190-Thos. R. Thornburg. Hillside Ave., No. 19-H. W. Carter. lineis and 1st Sts.-S. Muhl. lineis and 7th Sts.-J. M. Scott. linois and 22d Sts .- Frank Keegan. inois and North Sts.-R. M. Navin ndiana Ave., and Vermont St.-R. P. Blodau. Madison Ave., No. 427-Jos. M. Dwyer. Mass. and Cornell Aves. C. E. Barmm. Mass. Ave., No. 201-L. E. Hasg. Mer. and Morris Sts.-C. H. Broich. Mer. and Ray Sts .- John E. Myers. Mer. and Russell Ave.-Geo. F. Borst. Mich., No. 1059 East-Van Arsdale Bros. New York and Noble Sts.-E. H. Enners. New York, No. 378 West-F. E. Wolcott. Pine, No. 201 South-A. L. Walker. Senate Ave. and 3d St.—A. M. Eyster.
Senate Ave., No. 1853 North—E. E. Steward.
Shelby St., No. 182—C. A. Eitel.
Talbott Ave., No. 350—M. Schwartz.
Virginia Ave. and Courty—M. C. Staley. Virginia Ave. and McCarty—M. C. Staley. Wash. St. and State Ave.—N. S. Driggs. Wash. St., No. 703 East—Baron Bros. West St., No. 503 North-C. W. Eichrodt.

FUNERAL DIRECTORS.

Yandes and 9th Sts.—Dixon.
North Indianapolis. Library B'ld'g.—A.

FLANNER & BUCHANAN-172 North Illinois street. Lady embalmer, for ladies and children. Office always open. Telephone 41. Hacks at lowest prevailing price.

SOCIETY NOTICES. FUNERAL NOTICE-Attention, Union Veteran Legion-You will assemble at the late residence Comrade John E. Watts, 137 Yandes street, at 2 o'clock p. m. Tuesday, April 13, to pay the last tribute of respect to a departed comrade. Comrade Watts was a member of Company F. Tenth Indiana Volunteers. W. B. DOWNEY, Adjutant. Colonel.

SOCIETY MEETINGS.

MASONIC-Attention, Sir Knights: Raper Commandery, No. 1, K. T. Stated conclave Masonic Temple this (Tuesday) evening at 7:30 o'clock. WILLIAM S. RICH, Em. Com'd'r. JACOB W. SMITH, Recorder. FOR SALE.

FOR SALE-Bargains in shop-worn, new and second-hand wheels at C. G. FISHER & CO.'S, North Pennsylvania street. FOR SALE-Restaurant, centrally located, doing

good business; will sell cheap or on easy terms; sickness in family cause of selling. Address or call 25 East Market street. FOR SALE-First-class river sawmill plant; central part of Kentucky, including 200,000 popar, oak and walnut trees; also poplar, oak and ity of mill 80,000 feet of hardwoods daily; equipped throughout with latest improved mahinery, band and circular saws, dynamo for chting at night and miles of boom. Well payng-establishment; good reasons for selling. Only on, fide offers considered. Representatives will be in the city to discuss the matter personally you. Address SAWMILL INVESTMENT,

FOR EXCHANGE. FOR EXCHANGE-312 acres good stock and grain farm; fairly improved; two veins of coal; on E. R. R. R. MYERS & SNUFF, Odon, Ind.

FOR RENT-Twenty-five acres, with house and south on Three Notch road. JOHN ROBERTS, Plaza. FOR RENT-Furnished rooms, with modern conveniences, within four blocks of Bates House. 225 North Illinois street.

FINANCIAL.

LOANS-Money on mortgages. C. F. SAYLES, 75 East Market street. LOANS-Mortgage; lowest rates. NEWTON TODD, 6 Ingalis block. LOANS-Sums of \$500 and over. C. E. COFFIN & CO., 90 East Market street.

MONEY-To loan on Indiana farms. Lowest rates, with partial payments. Address C. N. WILLIAMS & CO., Crawfordsville, Ind. LOANS—Any amount. On furniture, planos, store fixtures, etc. Reasonable rates. (Confidential.)

E. J. GAUSEPOHL, 2½ W. Wash. St., Room 4. MONEY-To loan on Indiana farms. Lowest market rate; privileges for payment before due. We also buy municipal bonds. THOS. C. DAY & C., Rooms 325-330, third floor Lemcke Building, Indianapolis.

WANTED-Salesmen for cigars; 330 weekly sal-

ary and expenses; experience unnecessary; permanent position. W. L. KLINE CO., St. Louis. WANTED-An idea. Who can think of some they may bring you wealth. Write JOHN WED-DENBURN & CO., patent attorneys, Washington, D. C., for their \$1,800 prize offer and new list of 1,000 inventions wanted. WANTED-Men to learn barber trade; no ex-

perience needed to begin; only eight weeks re-uired to complete; constant practice; thorough instructions; outfit of tools donated. Catalogue mailed. MOLER'S BARBER SCHOOL, Clark and Van Buren streets, Chicago, Ill.

NOTICE-After this date WEBB & CO. will oc cupy Rooms 61 and 62, When block, instead of Rooms 9 and 10. John C. Fullenwider will re-main in Rooms 9 and 10, this being done by mu-WEBB & CO, by O. L. Webb.

STORAGE. STORAGE-Indianapolis Warehouse Co., 265-273 S

Penn. st., Pennsylvania tracks. Phone 1343. Pittsburg, Cincinnati, Chicago & St. Louis Railway Company.

Pittsburg, Pa., March 9, 1897. Pittsburg, Cincinnati, Chicago & St. Louis Rallway Company will be held at the principal office of said company, Penn avenue and Tenth street, Pittsburg, Pa., on Tuesday, April 13, 1897, at 11 o'clock a. m., for the purpose of receiving the annual report for 1896, the election of three di rectors to succeed a like number whose term expires on that date and the transaction of such

Secretary. STATE SOLDIERS' AND SAILORS' MON-UMENT.

S. B. LIGGETT.

Notice of Sale.

day, April 14, 1897.

The Board of Regents of the State Soldiers' and Sallors' Monument will, at the meeting of said board on April 21, 1897, at their office, room said board on April 21, 1887, at their onice, room No. 83, Statehouse, receive bids for the sale of the hereinafter described articles of property, all said articles together or separately, now situated in the crypt of the monument, where the same may

Two (2) No. 7 Wilkes heaters (new); two (2) fifteen-horse power electric motors; two (2) six-irch centrifugal pumps; four (4) eight-inch gate valves; four (4) eight-inch cast iron elbows. Terms of sale, cash. The Board of Regents reserves the right to reject any and all bids. By order Board of Regents State Soldiers' and Sail-E. P. THOMPSON.

STATE HOTEL KEEPERS.

The New Innkeepers' Bill Commended -Old Officers Re-Eeleted.

The Indiana Hotel Keepers' Association held its annual meeting yesterday afternoon at the Bates House. About forty of the one hundred members were present, but most of the others were interested enough to send regrets and express the desire to on anything proposed by the

All the old officers were re-elected. They are as follows: President, H. W. Lawrence: vice president, Charles Baur; secretary and treasurer, Jerry S. Hall. The other members of the executive committee are: Thomas Taggart, T. J. Cullen, Fred Van Orman, J. L. Stone and A. Shaw. A membership committee was appointed. It consists of the following: N. Filbeck, Terre-Haute; H. B. Upman, Connersville, and A.

J. Stevenson, Elwood. The association passed resolutions commending the action of the recent Legislature in making it a misdemeanor for s guest to leave without paying his hotel bill. The members present were in favor of a plan for some sort of a summer outing in which only Indiana hotel men shall participate. A committee was appointed to consult as to the feasibility of such a scheme and it is probable that a two or three days' picnic will be arranged to take place at

some summer resort in Indiana. Catarrh and cold in the head will not cause suffering if Ely's Cream Balm is used. Druggists keep the 10-cent trial size.

THE PROBLEM UNSOLVED

AS NOW SOLD, 5,000 INTERCHANGEA-BLE MILEAGE A FAILURE.

Origin of the Rumors Concerning the Resignation of General Manager

Ramsey, of the Wabash.

General passenger agents are greatly disappointed that the 5,000-mile intercharge- | the new agreement of the Western Pasable mileage does not meet with better sale, and the impression prevails that if the issuing of interchangeable mileage was confined solely to the Central Passenger Committee, and all the lines in the territory were to discontinue their mileage, a solution of the problem would be secured, the association greatly strengthened and the salvage would pay the expenses of the association and handling the mileage books. Under its present organization the standard lines pay the largest proportion of the expenses. This has always been a source of weakness to the association, as it is to all other organizations of this character. Whether there is any reason for it or not, the weak lines are always impressed with the idea that the heavy lines are favored. They assert that the strong lines always dictate the appointment of the commisby that fact. If the commission and association were supported by the salvage the the St. Louis lines. weak lines would not have the cause for complaint upon which they rest their position. It has been suggested by a passenger agent that a 1,000-mile book with a photograph will be the only form that all of the lines can agree upon, and that all other forms of mileage should then be abolished. A solution of the interchangeable mileage juestion would put the Central Passenger committee on a basis which would make it the strongest association of its character in the country. That is, if the Central Passenger Committee should issue the mile-

A Novel Invention.

f the Big Four have been delayed in the | going general repairs. city limits by fire hose being laid across studying a plan by which the fire hose could be so raised that trains could pass under, and he is now constructing what he calls a fire-hose bridge. It will be constructed of gaspipe and, completed, will not weigh over 500 pounds, and can be so divided as to be handled with ease. It forms a perfect bridge over the tracks, high enough for the trains to run under safely. There is a ladder on each side on which fireman can take the hose and easily lay it across the bridge. Chief Engineer Barrett, of the Indianapolis fire department, has examined it, pronounced it very feasible, and says he will do all in his power to make it the success expected. Mr. Garstang's idea is for the Union Railway to order one built and then have it subject to call from any road whose trains are delayed in the manner above spoken of, to be used on the Union tracks or at any point in the city limits, if desired, rather than delay the trains. Chief Barrett says the Citizens' Street Railway could use one of these fire-hose bridges to great advantage, as it is not an uncommon thing for cars to be tied up for hours by fire hose being across its tracks. Mr. Garstang proposes to construct one for the Big Four. and possibly quite a number to be used in where the same trouble is likely there are large fires.

Proposed Legislation.

The Widoe committee of the Michigan Legislature, which has been investigating various allegations made by Governor Pingree and others against the railways of the State, submitted a report yesterday, which recommends as follows:

First-That a committee be apopinted by the Governor to arbitrate all differences between shippers and railroads. Second-All freight tariffs should be under furisdiction of the State. Third-Railroads should be obliged to furnish freight cars to shippers within fortyeight hours after having been served with written notice for same.

Fourth-Railroads should be obliged to furnish storage room for perishable freight offered until they are able to furnish cars for its transportation. Fifth-Railroads should be held liable for

damage resulting from wrong delivery or loss of freight shipped for destinations reached by other connecting lines. Sixth-All fast freight lines should be obliged to incorporate under the laws of this State, with offices within the State. The committee also recommends laws to regulate switching and delivery of cars and fixing charges for same; that the law forbidding discriminations in freight rates be amended so as to remove its apparent broad discretionary feature: that uniform forms of freight bills be required, which shall show the weight, rate and class for which the bill is rendered. A state railroad commission is also recommended. It is generally believed that while the House is favorable to anti-railway legislation the

Little Change in the Agreement.

The general committee of Western passenger agents which will report to the meeting called for Wednesday the proposed more time, and the meeting has been postponed until Wednesday next week, in accordance with the request. The committee has found that the work outlined for it is greater by far than its members at first supposed. The attorneys keep studying the Supreme Court decision, and every few days they announce that they have found something more that the ruling of the court does not forbid, and the passenger men hasten to incorporate this in the new agreement. If the attorneys keep up their discoveries much longer, the new agreement of the Western Passenger Association is quite likely to have all the features of the old one and a few new ones of its own. A meeting of the executive committee of other business as may properly come before the meeting. The transfer books will be closed on Wednesday, March 31, and reopened on Wednesthe Western Passenger Association was March 31, and reopened on Wednes-

held in Chicago yesterday for the purpose of winding up the affairs of the old association and making provision for meeting hose of the new organization, which will be formally launched in the next fortnight,

J. J. Hill's Slate.

A railway president of national prominence said to a New York reporter yester-Whether J. J. Hill will succeed in being the power behind the throne in the Northern Pacific Railway Company's affairs, or whether he will be beaten now as he was two years ago when he tried to consolidate the Northern Pacific and the Great Northern systems, I can only surmise. This I do know, Mr. Hill's slate of successors next June to the winter regime in the Northern Pacific is Daniel S. Lamont, ex-secretary of war, for president; Marcus Daly, the multi-millionaire and well-known horse breeder, for vice president, and Fred Underwood, now general manager of the Minneapolis, St. Paul & Sault Ste. Marie Railway, for general manager. This was the slate canvassed in London with the Deutsches Bank stock-

Have a Right to Federate.

The impression that the Brotherhood of Locomotive Engineers is debarred from federating with other organizations is dissipated by a letter written recently to the Chief Arthur, in which he says: "The members of the B. L. E. upon any system can federate with the organizations named in the articles of federation by a two-thirds vote of the members. When the men have voted. I have always approved of it when signed by the chairman and secretary o the general board of adjustment. I have never considered that it was necessary to have the approval of the general board of adjustment after they had obtained a twothirds vote of the membership upon the system.

East-Bound Shipments. East-bound shipments from Chicago last week were 51,650 tons, against 62,824 for the preceding week and 65,903 for the corresponding week of last year. The roads carried tonnage as follows: Michigan Central, 6,858; Wabash, 6,695; Lake Shore, 5,149; Fort Wayne, 5.951; Panhandle, 7.573; Baltimore & Ohio, 3.327; Grand Trunk, 4.749; Nickelplate, 4,510; Erie, 4,758; Big Four, 2,040, Shipments were made up of the following ar ticles in tons: Flour and mili stuffs, 4.6% grain, 18,960; cured meats, lard, etc., 9,801; dressed beef, 8,525; miscellaneous, 9,723.

Personal, Local and General Notes. Yesterday the Vandalia commenced runanny its trains through from Terre Haute I that such is the case.

to St. Joseph, 223 miles, without change to St. Joseph, 223 miles, without change | PARK BOARD'S NEW TACK | of locomotives, Heretofore locomotives and | PARK BOARD'S NEW TACK | trains crews have been changed at Logans-

J. A. Barnard, general manager of the Peoria & Eastern, is so ill with inflammatory rheumatism as to be confined to his

On May 1 A. J. Vaniandingham will re-

tire as manager of the Kansas City Freight Bureau, to become manager of the St. Louis Freight Bureau, The board of control of the Joint Traffic Association will to-day resume its sessions D. S. Gray, who represents the Pennsyl-

vania lines, left Columbus on Sunday for New York. The general passenger agents of the Western lines, with their attorneys, will meet in Chicago to-day to take action on

senger Association. C. H. Wilkins, assistant grand chief of the Order of Railway Conductors, is visiting the Southern divisions. On Sunday he was in Macon, Ga., and addressed the large division at that point.

In March there arrived and departed at the Union Station, Indianapolis, 3,309 trains, against 3,665 trains in March, 1896; on the former, 21,914 cars were handled, and in General passenger agents of the Western roads are much agitated over the payment

the roads are offering, not only on immigrant but also on first and second-class The Toledo, St. Louis & Kansas City earned in the first week of April \$42,151.55 an increase over the corresponding week of 1896 of \$5,991.19. Since July 1 an increase is shown in its present fiscal year over last year of \$222,255,22

James P. Ward, an old-time passenger conductor on the Indianapolis & St. Louis. sions and that their decisions are influenced is in the city, the guest of T. Leyton, local superintendent of the Pullman Company. Mr. Ward is now superintendent of one of

> their new offices in Columbus, O. The new quarters are much more commodious and nviting than were the old ones, occupied for over thirty years. A traveling freight agent said yesterday hat railway managers have more reason to be disturbed over earning prospects from existing farm conditions resulting from too

congressional legislation or judicial restrictions. The largest force in the history of the Indianapolis, Decatur & Western shops is now employed full time. Besides doing their own repair work, the shops have three locomotives of the Cincinnati, Hamilton &

Cars of the Erie Railway are becoming more numerous on the Union tracks and in the yards of Indianapolis lines. This is tang, superintendent of motive power, to attributable to the fact, says a freight official, that the Erie has largely increased its freight equipment and can spread over a larger territory than when it was short of

> The agreement regarding freight matters which has been practically adopted by the Western roads and formally ratified by the executive officers went into effect yesterday. The association is a bureau of statistics and information, but will have nothing to do with fixing rates or their main-

The Monon people have under consideration putting on a train between Lafayette and Bloomington to connect with the Indiana, Decatur & Western morning train from Decatur to Indianapolis, and to connect with the afternoon train from Indianapolis for these points. It is said it would be a great convenience for a number of towns along the Monon. The Ohio Southern has opened ticket and

reight offices at Bookwalter, O., with J. H.

Hidy as agent; Sedalia, W. H. Riddle,

agent; Allentown. J. B. Johnson, agent; Bowersville, W. E. Probasco, agent; Port William, F. H. Stevens, agent; McKays, J. C. Spahr, agent; and Kingan, H. H. Holingsworth, agent. All the stations are on the Cincinnati and Columbus division. Col. C. C. W. Alfriend, one of the bestknown railroad men in the South, died of heart trouble yesterday morning at Ocean Springs, Miss., where he had been for some time for the benefit of his health. Colonel Alfriend had been prominent in railroad circles for twenty years, and was at the time of his death the Louisville passenger agent of the Louisville & Nashville Rail-

A. Fell, one of the oldest and ablest traffic managers in the country, has resigned as Western freight traffic manager of the Lackawanna lines. He began his railroad career in 1846, and since 1879 has been on the Lackawana road. He resigned on account of ill health. W. A. Fleming, division freight agent, succeeds Mr. Fell. E. S. Auchincloss has been appointed assistant general freight agent of the road, with headquarters at New York. Crippled engines are said to be accumu-

lating in the yards of the Pennsylvania road at Altoona. "Cutting down shop expenses in this maner," said a superintendent of motive power, "may seem good poiicy for the Pennsylvania lines, but in the end there is no real economy in the mat-It is stated that there are fully 150 engines on the Pennsylvania lines now in need of repairs, but shops are being run on short time and light handed. During the world's fair the New York

Central, in connection with the Lake Shore, demonstrated that trains can easily be run between New York and Chicago in twenty hours, but under the new rule of the Joint Traffic Association any line which made that time would have to make the rate \$28 instead of \$20, the present rate, as fares after May 1 are to be regulated by the time the train makes between Chicago and New York, St. Louis and New York, and Cincinnati and New York. Charles O. Scull, general passenger agent

of the Baltimore & Ohio Railroad, has resigned, to take effect April 15. Mr. Scull, who has been with the road ten years, took this action because of the appointment of D. B. Martin, of the Big Four, as general passenger traffic manager of the Baltimore & Ohio. It is understood that Mr. Scull | gency fund. ness reasons made it impossible for him to entertain such suggestions.

W. C. Arp was in the city yesterday en route to Altoona to attend a meeting of all the superintendents of motive power on the Pennsylvania lines east and west. At this meeting the question of adopting in full or in part the rules of the Master Car Builders' Association will be considered. Mr. Arp says the statement that one of their big freight engines hauled ninety-five loaded cars and a caboose from the west into Terre Haute last week in one train is correct. One hundred and thirty-six cars of the present build makes a train one mile in length.

In an interview James McCrea, first vice president of the Pennsylvania Company, said, in speaking of the decision of the United States Supreme Court regarding traffic associations and the result of the hearing next October: "I presume that the organization will be retained in its present form and transact its business in the manner it has been doing until the court in October decides the question which has been raised. The legal counselors of the organization have advised that it continue, and there is no reason to be seen why their counsel should not be followed." Mr. McCrea said that no successor to James P. Orr as division freight superintendent of

the Fort Wayne road had yet been decided It is stated by a Big Four official that no person in the employ of the company will more regret the retirement of D. H Martin, general passenger agent of the lines, than will E. O. McCormick, the passenger traffic manager, the friendship between the two being strong. In this con-nection an interesting inciddent is mentioned which is one of the causes of their strong attachment. When E. O. McCormick was ge eral passenger agent of the Cincinnati, Hamilton & Dayton the competition between the Big Four and the Cincinhati, Hamilton & Dayton became very sharp and a misunderstanding arose between the two officials named; for four months they would not speak to each other when they met. One day D. B. Martin, gen-Mr. McCormick on the street, walked up to him and extended his hand, and, as Mr. McCormick extended his hand, Mr. Martin said, "Mac, there is but one bigger fool in Cincinnati than you are, and that is my-

self." This ended the ill-feeling between the two gentlemen and they have been firm Yesterday a Journal reporter was in company with a railway official from St. Louis. and he asked the St. Louis man what there was in the rumor that Joseph Ramsey, general manager of the Wabash lines, was to retire and that George Stevens, general manager of the Chesapeake & Ohio, was to be elected vice president and general manager of the company. He said: "There is just this : Mr. Ramsey was put in his present position by the Drexel-Morgan syndicate and was not the choice of President Ashley and others of the officials and directors of the road; every little while a rumor arises that there is to be a change, which originates from remarks made by the Wabash officials who expected before Mr. Ramsey took his present position that it would be filled by Mr. Stevens; in fact, the position was offered by the president of the company and those immediately connected with him to Mr. Stevens, and I think it only a question of time when the opponents of the appointment of Mr. Ram-sey will carry their point." The St. Louis official added that while Mr. Ramsey is in

FINDS IT WILL HAVE TO DEPEND ON COUNCIL FOR MONEY.

Dismisses the Attorneys It Employed Without Authority-Council Committee Listens to Property Owners.

This administration is becoming noted for its star charmber sessions, secret caucuses and meetings behind closed doors at which important subjects in which taxpayers are vitally interested are discussed and disposed of. When it is considered 'expedient' the public is informed of what has transpired. When it is considered impolitic to tell just what has taken place 'mum is the word." The Board of Park Commissioners has adopted the plan of holding "executive" sessions. At a meeting held yesterday afternoon when some very of excessive commissions which some of important subjects were discussed, representatives of three papers were excluded. When a Journal reporter asked permission to enter he was met with a good natured but none the less imperative refusal.

"You can't come in here any more," said one of the members of the board laughingly. This was acquiesced in by the mayor, who was in the meeting. This action was taken all because reporters reported last Saturday what had taken place in a meeting of the board on Friday. The Journal The traffic department of the Pennsyl- | reported that the feeling between the comvania lines west are pleasantly located in | mission on account of the attitude of the Council with regard to appropriations had reached a crisis, and that in view of the fact that the attorneys which the board had taken on itself to employ disagreed with City Attorney Curtis as to how appropriations should be made, a determinamuch rain and cold weather than over | tion had been reached to have a "friendly suit" brought to decide which was right. The Journal further called attention to the fact that notwithstanding the city attorney was supposed to look after all legal business of the city officers Alonzo Green Smith | the people, but was a body that could do | Haughville is in another and Mount Jack-Twice in the last thirty days fast trains Dayton and nine passenger coaches under- and his partner, Charles A. Korbly, had as it saw fit. been employed to conduct the board's legal | Frederick Dunmeyer said that if the the Council read the Journal they began board had employed attorneys and how it expected to pay their fees without an appropriation. It was pretty strongly intimated that the Council would never appropriate money for such a purpose even if it were recommended by Controller Johnson, which was regarded as doubtful, considering that he is a stickler for regularity in all expenditures. It has been the custom for the city attorney to ask an appropriation to employ additional legal counsel when he had too much to do himself, as in the street-car case, when J. M. Butler and later J. W. Kern were employed. It was said that this was the first time in the history of the city when one department presumed to secure independent legal advice without first consulting the city attorney. Even when extra attorneys are employed they are presumed to consult with the city attorney, so that the departments may work harmoniously. Some of these suggestions reached the mayor, and he decided that quick action

was necessary. After noon yesterday a meeting of the board was hastily called, Messrs, English, Holt, Perry and Lieber responded to the call. At 4 o'clock Mayor Taggart, Controller Johnson and City Attorney Curtis met with the board. After the conference lasted for some time the city attorney and mayor left, the controller having preceded them. Then Clerk Spencer went to the office of Smith & Korbly, which is on the same floor with the park board's office. Mr. Korbly came in and held a very brief conference with the board. He was told that the board had decided to dispense with the further services of his firm. Mr. Korbly left the board looking considerably annoyed, although he appeared as cheerful as if nothing had occurred to knock his firm out of some good, fat fees, "That's all right," he said, pausing in the doorway, "call on us just the same as before," The door was closed behind him and what was said in response was not

PROCEEDINGS KEPT QUIET. board had found, after consulting with the mayor and city attorney, that it had made a mistake in employing its own counsel. The inference was that hereafter the board | wood and Mount Jackson, Controller Johnany doubt as to its powers and duties. In reply to a direct question it was admitted that the services of Smith & Korbly had been dispensed with and that the written opinion they were asked to submit to-morrow as to the course to take with reference to the appraisement of the park lands would be submitted by Mr. Curtis. It was further stated that hereafter the board will ask the consent of the Council when it wants to spend money for specific purposes. A communication was prepared and sent to the Council last night asking that \$5,000 be transferred from the labor fund to a new fund to be known as the emer-

was offered a considerable inducement to | "Is that a simple solution of the trouble form for the new agreement, has asked for continue in his present capacity, but busi- with reference to money the board will need from time to time for unexpected expenditures? 'It is considered a fair solution of the difficulty," a member of the board replied. As to the board's action in excluding reporters it was said that "reporters sometimes make mistakes," and "get wreng impressions." It was admited, however, that the Journal had told what actually happened at the meeting last Friday. It was stated that he board thought it better to consider questions that came before it and then give out what was considered proper. Sometimes things occurred that it was un-

necessary to say anything about in the You come around next Wednesday afternoon at 1:30. We're going to have a meeting then, and we'll let you in.' At the time indicated the board hopes to receive the report of the appraisers. Before the meeting of the Council last night several members discussed the attitude of the Park Commissioners and at least one councilman said that if 'he board was intending to maintain such a belligerent position he was sorry he had ever voted any money for them to expend. He declared that the board would find itself mistaken in supposing that it was a "law unto itself." The fact that the board was ignorant of the charter was no excuse. It should read the charter as well as the law under which it operates, as that, in fact, is but a part of the charter, he declared.

PROTESTS AGAINST IMPROVEMENTS. Committee Hears Ohio and Market-

Street Property Owners. After the adjournment of the Council last night Messrs. Montgomery, Woody and Dewar, who compose the committee on sewers, streets and alleys, which has under consideration the ordinances sent to the Council by the Board of Works for the improvement of Ohio, Market and Walnut streets, over the remonstrances of property owners, heard a number of taxpayers eral passenger agent of the Big Four, met | who are resisting the proposed improve-

The first ordinance considered was the one covering Market street between East and Noble. Christian Grumpf, who signed the petition for the improvement, asked that the Council order the work done. He was the only one who spoke in favor of the improvement. B. F. Watts, representing thirteen out of fifteen resident property owners, who opposed the improvement, urged that the work be delayed for a year at least. He said that on account of adjacent street and sewer assessments many of the people had been compelled to mortgage their property to pay for improvements and that if Market street was asphalted at this time, at least five of them would have to lose their property. as the mortgages contain a clause which permits the mortgagee to foreclose if any improvement assessments become delinquent. He also referred to the fact that the section of Market street extending from Noble eastward eastward was unimproved, and that it is a mudhole every time there is an overflow of Pogue's Run. Arsenal avenue is at a grade twenty-one feet higher than the section of the street between to New York street. no way in fault that the earnings of the Noble eastward was unimproved, For gravel roadway, brick walks and Wabash have been so unfavorable the last wards Arsenal avenue is not improved, he stone curbs on Wallace street, from Washtwo years that it is unfortunate for him | said that there would be mud carried upon | ington street 550 feet north. I the improved section, which would greatly ! For cement walks on

than if this trouble did not exist. "You know there is to be a sewer out that | from East to Delaware. way," suggested Mr. Dewar.
"Yes, I am aware of that fact, and that will have to help pay for the sewer.'

is another reason why the improvement should not be made this year. My clients H. R. Springstein and Weeb Thayer, who represented his mother, Mary A. Thayer, also entered their protests, as did Charles

"Billy" Patterson, who appeared as attorney for every resident property owner street. on Ohio street, between East and Noble, as he put it, protested against improving from Southeastern avenue to Bates street. that section of Ohio street at present. Like Market-street taxpayers, he claimed those of Ohio street were already burdened with mortgages they had to put on their property to pay for the Miami street sewer. street intersections at East and Liberty streets, in addition to brick sidewalks. He urged that the improvement be delayed for year. If the Council must insist on making it now, he asked that the roadway be paved between the street car tracks, reducing the roadway to thirty-six feet, instead of paving eighteen feet on each side of the tracks, leaving a strip between them sixteen feet wide which would be a mud nole in wet weather and a dust producer n the hot summer. His idea, however, was that the Council should walt a year. I the entire roadway was paved to the width of fifty feet he said that the street-car company ought to be compelled to pay for paving between its tracks. "Mr. Patterson, I would like to ask you as a laweyr, if you think it is possible to

doubtful proposition at present, but said that things were shaping themselves so that he hoped all that would be possible for a year. 'We all hope for such a thing," said Mr Montgomery, but his accent showed that ne doubted if it would ever come to pass while the present company remains. Mr. Patterson said that the people on Ohio street wanted a "genteel" looking street. They wanted the roadway out down and the sidewalks placed next the curb. This ought to be done clear to Arsenal avenue if the street is improved at In answer to a question from Mr. Montgomery he said this would be infinitely better than going ahead as the City Proper Divided Into Twenty-Five board now proposed, but the property owners would prefer to wait until better times after they had done something toward pay ing for improvements already taxed against He read the resolutions adopted a a meting of the property owners last week, lying" line, and appealed to the Council as the representatives of the people. The board, he said, was not representative of

Mr. Patterson admitted this to be

business. When some of the members of | reduced in width accordingly he would not | twenty-seven enumeration districts, each object to the improvement, provided it was Joseph M. Copeland, one of the trustees of Grace Church, at the corner of East | their services, while the supervisor is paid and Market streets, also spoke against the improvement. He said the church had been assessed for East street and had such a load it could not pay its pastor a suitable salary. It has an eighty-foot front on Market street, and could not pay for improvements there without mortgageing its property. He thought that by next year the church would be in better condition. He said that he would hate to see the church go down on account of street improve-

W. E. Sickles, Horace Parrott, Mr. Murphy and others urged that Walnut street e allowed to remain without improvement Mr. Parrott said that Walnut was one of the best gravel streets in town, was but little used and that he preferred gravel to asphalt, as it was less noisy and did not generate so much heat in the summer. Others who spoke said that Walnut street had no outlet at either end, was but little traveled, and its improvement would benefit no one. All of them had heavy assessments to pay on account of the improvement of cross streets, and wanted a little respite from excessive improvement taxes. The committee announced that it would consider the objection that had been presented and submit its report at the next meeting of the Council.

DEBT-CREATING ORDINANCES. One for the \$150,000 Police Station In-

troduced Last Night. At the special meeting of the Council last night the ordinances appropriating \$150,000 and authorizing Controller Johnson were introduced and referred to the finance day night to consider all ordinances before After the meeting adjourned two or three | it, including the dis-annexation petition of members hurried away, avoiding efforts to certain residents of the East Side, who interview them as to what had taken place. | claim that their property annexed recently "Ask the engineer. Ask the clerk. They is unplatted farm land. Of the \$150,000 apwere both there," was the reply made. It | propriation asked, \$110,000 is for the ground was perfectly well known that neither Mr. | and new building and the remaining \$40,000 Power nor Mr. Spencer would be willing to for equipments, including a police patrol relate everything to reporters who had telegraph system. The Gamewell system been excluded from the meeting. One of was not designated, and it is likely that the members consented to say that the other companies will be asked to submit

To pay outstanding warrants and emergency debts of West Indianapolis, Brightwould consult with Mr. Curtis when it has son recommended the appropriation of \$5,900, divided as follows: West Indianapolis, \$2,800; Brightwood, \$2,600, and Mount Jackson, \$500. This ordinance was also referred to the finance committee. Herbert Speacer, clerk of the park board, transmitted a request on behalf of the board for the transfer of \$5,000 from the labor fund to a new fund to be known as the "emergency fund." This was Mr. Spencer's first official communication as clerk of the board. The action of the park board in making this request is referred to

elsewhere. Mr. Dewar introduced an additional annexation ordinance. It is to cover a strip Town Board, but the plats of which had been annexed to that suburb by the old Town Board, but the plats of which had never been recorded. Mr. Dewar's ordinance is simply to complete the Mount

Jackson annexation Communications from the mayor indicated that he had approved the ordinance appropriating money for the park commissioners to pay for the improvement of Raymond street abutting Garfield Park.

NOW PLATTING LAND. Owners Who Have Ground the Park Board Wants.

At a lengthy session the Board of Public Works yesterday adopted a long list of resolutions for new improvements, among them one for cement walks and gravel roadway on Annette street, North Indianapolis, from Twenty-fourth to Thirtieth street. Kenwood avenue is to be improved in the same manner from Twenty-eighth to Thirty-fourth street.

A petition for cement walks on North street, from Meridian to West street next the curb line, was referred to the engineer, along with a number of others. A number of residents on North street have been impressed with the pleasing effect of the walks next to the curb line on Walnut street and want to see their street similiarly improved. If there is not too much opposition the board will grant the petition. The board decided to overrule a remonstrance against the improvement of Indiana avenue with asphalt, from North street to Fall creek, and the resolution for this improvement was confirmed without

A number of property owners who have been content to allow their property to lie unplatted for a long time are beginning to lay it out in city lots in anticipation of the action of the park commissioners. A plat of the "Arthur Jordan Company addition" was submitted to the board yesterday. As it embraces land lying in the proposed park way it was sent to the park commissioners and will not be approved unless they are

Protest Against a Sewer.

The residents of Union and Chestnut streets are aroused over the methods of the Board of Public Works. The board has taken steps for a sewer in the alley between those streets, but upon investigation it was found that the petition upon which the board acted contained the name of but one resident. All the rest of the petitioners live away, some of them in distant parts of the city, it is claimed. There will be an overwhelming remonstrance by the residents. In the same manner on Capitol avenue, north of Fall creek, the residents are much opposed to being called upon at present to pay for a macadamized street where the only petition was for gravel.

BOARD OF PUBLIC WORKS.

Resolutions Adopted. For gravel roadway, cement walks and

stone curbs on Annetta street, from Twenty-fifth to Thirtieth street. For gravel road and cement walks on Kenwood avenue, from Twenty-eighth to Thirty-fourth street. For gravel road, cement walks and stone curbs on Richland street, from Washington

impair it and make it wear out sooner | Ohio street, from East street to Massachusetts avenue, and on the south side, For cementing the west sidewalk of Pennsylvania street, from Ohio street to the first alley south. For cementing the north sidewalk of Ohio

street, from Capitol avenue to a point 344 feet east. For cementing the south sidewalk of Ohio street, from Pennsylvania to Meridian. For cement walks on Cornell avenue from Twenty-eighth to Twenty-ninth For cement walks on Detroit avenue

For a main sewer in Washington street, from Rural street to the Belt road. For the opening and extension of Ray mond street to a width of fifty feet, from Shelby street to the center line of Section 18. Petitions Filed. For a local sewer in Pratt or Superior street. For cementing the sidewalks of North street next to curb line, from Meridian to

West street. For the opening of Thirty-sixth street from Illinois street to Meridian. For the opening of Hobart street, from its southern terminus to Thirty-fifth street. Engineer's Plans Ordered. For grading and bowldering the first alley south of Hoyt avenue, from Shelby to Olive

For graveling Boone street, from Spruce street to State avenue. Water Mains Ordered. Bellefontaine street, from old Nineteenth

to old Twentieth street. Final Action Taken. For cement walks on Virginia avenue, rom Washington street to Maryland, and from New Jersey street to South street.

Remonstrances Filed. Against asphalting High street, from Mc-Carty to Coburn. Against graveling the first alley west of Alabama street, from Twenty-second to Twenty-third street.

THE SCHOOL ENUMERATION.

Districts-Haughville Canvassed.

Last Saturday morning the work of taking the enumeration of minors of the legal school age, those between six and twentywhen the mayor was asked to appoint a school age, those between six and twenty-board of works. He did a little in the "jol- one years, was begun under the supervision of Charles E. Reynolds. The city proper has been divided into twenty-five districts. son and West Indianapolis are grouped in a district to themselves, making a total of ator. The enumerators receive \$2 a day for \$5 a day. The law requires the enumeration to be made within the twenty days the satisfactory completion of the work within the time fixed. So far the enumerators have found but one or two hard cases to deal with. There is a penalty for the violation of the provision which requires parents and guardians to give the names of all children of the school age. A case was found where the parents refused to sign the return. An officer of the School Board, armed with authority to make arrests, was sent to the house. When he explained his mission and the law under which he was acting the information was given without further trouble. Mr. Reynolds has had the city blocked off

> into districts in a uniform and convenient way. The through east-and-west streets, Coburn, Washington, Michigan and Seventh have been taken for the north and south boundaries and the districts have been made as nearly square as possible. They have been divided into such a convenient form that that part of the work will probably stand for future use. This year a new system is in vogue and when the enumera-tion is completed Mr. Reynolds will furnish the School Board with a skeleton map of the entire city, showing the centers of population and the number of minors of the school age in any given block. This will be valuable data for the School Board in locating new schoolhouses. Mr. Blackledge, chairman of the finance committee, under whose authority the enumeration is made, says that the board has found it a rather difficult matter to locate new schools in such a way as to reach the greatest number of pupils, as there was no data at hand to show where the most densely populated districts lay. Many times it was necessary to depend on

> speculation and guesswork in locating Haughville has been included in the enumeration, although the annexation has not been completed. The board has proceeded on the theory that it would ultimately become part of the city. As the names of that part of town are being kept in a separate district record, if the injunction suit against the city is decided in favor of Flack. it will be an easy matter to adjust the per capita fund of the State. As there was much likelihood that the suburb would ultimately be declared part of the city it was thought wise to proceed on the theory that

that would be the result. Last year the enumerators experienced great deal of trouble in securing signature from parents or guardians to the returns as some of them were afraid it would involve tax questions. No trouble of that kind has been experienced so far this year, as people seem to understand better what is required of them. It was anticipated that the compulsory education law would have a bad effect in getting returns, but it does not seem to be having any effect.
Mr. Reynolds said yesterday that the eaumeration had not progressed far enough to make any comparisons with that of last year. Each evening the enumerators are required to go to his office in the basement sary owing to the fact that the final report of the supervisor has to be made on the last day of the enumeration and the reports have to be completed day by day. It is said that the district enumerators selected this year are unusually intelligent in that line of work and that they are having admirable success. The entire expense of taking the enumer-

ation will be about \$1,200.

CATARRH OF THE STOMACH A Pleasant, Simple, but Safe and Effectual Cure for It.

Catarrh of the stomach has long been considered the next thing to incurable. The usual symptoms are a full or bloating sensation after eating, accompanied sometimes with sour or watery risings, a formation of gases, causing pressure on the heart and lungs and difficult breathing; headaches, fickle appetite, nervousness and a general played-out, languid feeling.

There is often a foul taste in the mouth, coated tongue, and if the interior of the stomach could be seen it would show slimy, inflamed condition.

The cure for this common and obstinate trouble is found in a treatment which causes the food to be readily, thoroughly digested before it has time to ferment and irritate the delicate mucous surfaces of the stomach. To secure a prompt and healthy digestion is the one necessary thing to do. and when normal digestion is secured the catarrhal condition will have disappeared, According to Dr. Harlanson the safest and best treatment is to use after each meal a tablet composed of diastase, aseptic pepsin, a little nux, golden seal and fruit acids. These tablets can now be found at all drug stores under the name of Stuart's Dyspepsia Tablets, and, not being a patent medicine, can be used with perfect safety and assurance that healthy appetite and thorough digestion will follow their regular

Chicago, Ill., writes: "Catarrh is a local condition resulting from a neglected cold in the head, whereby the lining membrane of the nose becomes inflamed and the poisonous discharge therefrom passing backward into the throat reaches the stomach, thus producing catarrh of the stomach. Medical authorities prescribed for me for three years for catarrh of stomach without curv, but to-day I am the happiest of men after using only one box of Stuart's Dyspesia Tablets. I cannot find appropriate words to express my good feeling. I have found flesh appetite and sound rest from their use.' Stuart's Dyspepsia Tablets is the safest preparation as well as the simplest and most convenient remedy for any form of indigestion, catarrh of stomach, billousne sour stomach, heartburn and bloating after

Mr. N. J. Booher, of 2710 Dearborn street,

use after meals.

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"Saved From the Horrors of Nervous Pros tration" by Dr. Miles' Nervine,

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physician said I had Dr. consumption, for I had a cough that gave me Nervine a no rest. But a good old physician whose medicine had failed, advised me to use Dr. Miles' Restorative Nervine and I thank God that it has brightened my days, lengthened my life and saved me from the horrors of nervous prostration." Dr. Miles' Remedies are sold by all drug-

DR. MILES MEDICAL CO., Elkhart, Ind On a red hot day Hires Rootbeer stands between you and the distressing effects of the heat. Rootbeer cools the blood, tones the stomach, invigorates the body, fully satisfies the thirst. A delicious, sparkling, temperance drink of the highest medicinal value. The Charles E. Hires Co., Phila.



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of business March 31, 1897; Loans (secured by collateral) Loans (secured by first mortgage) 358,031.49 Bonds 154,962.85 Advances to estates 23,324.71 Cash on hand, company's funds...... 52,133.05 Cash on hand, trustees' funds 120,224.81-\$1,066,397.87 LIABILITIES. Capital stock.....\$600,000.00

expenses paid..... 25,938.88 236,309.47 eposits. Due trust department., 143,549.52-\$1,066,397.87 Office 68 East Market street. JOHN H. HOLLIDAY, President. ADDISON C. HARRIS, First Vice Pres-

Surplus fund...... 60,000.00

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